इंडोनेशिया	391.4 भारतीय रुपये	80.5 जापानी येन
नेपाल	0.63 अमरीकी डालर	8.00 नेपाली रु०
टर्की	0.88 टी० एल० के समतुल्य प्राप्त अमेरिकी डालर	1.676 अमरीकी डालर
सऊदी अरब	7.36 सऊदी रियाल	
मलेशिया	33.11 मलेशियाई रिंगेट्स	
बांगला देश	2.19 अमरीकी डालर	106.57 बांगला देश टका 3.47 भारतीय रुपये

Restructuring the Railway Funds

2976. SHRI SURESH KALMADI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway funds have been restructured; and

(b) if so, what are the details of the restructured funds and the modalities of their working?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI *K.* C. LENKA): (a) Yes. Sir.

(b) A .statement is attached.

Statement

Restructuring the Railway Funds

DETAILS OF RESTRUCTURED RAILWAY FUNDS

(1) Revenue Reserve Fund (RRF) — abolished from 1-4-93.

(2) Accident Compensation, Safety ami Passenger Amenities Fund (ACSPF) —abolished from 1-4-93.

The expenditure hitherto being charged to this Fund has been reallocated as under:

(i) ACSPF (a) — Accident Compensation sub-head 250 — Accident Compensation,	—	To Revenue Demand No. 12
(ii) ACSPF (b) — Safety Works	—	To Development Fund-lV.
(iii) ACSPF (c) — Passenger Amenity & Allied Works	—	To Development Fund-l.

(3) Consequently, Development Fund(DF) stands restructured and will bear expenditure as under :--

DF-I	Passenger and other Railway Users' Amenity Works.
DF-II	Labour Welfare Works.
DF-III	Unremunerative works for improvement of operational efficiency.
DF-IV	Safety Works.

(4) A New Fund called "Capital Fund" has been set up from 1992-93. The Capital Fund will be utilised for meeting part of the Capital requirements of the Railways. The Fund will be credited from out of the "excess" generated from internal resources.

Dismption of Service in the Suburban Railvay Lines

2977. PROF. SAURIN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of frequent disruption of services in the suburban Railway Lines within Sealdah Division of Eastern Railway;

(b) what, are the reasons for such disruptions;

(c) whether any steps have been taken to prevent this situation;

(d) if so, the details;

(e) if not, what are the reasons thereof; and

(0 whether Government are aware that the commuters are not happy with the existing state of affairs ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K C LENKA); (a) and (b)The suburban services are generally satisfactory but sometimes these get disrupted due to various causes such as public obstructions, heavy encroachments near the track, damage to level crossings by road vehicles, law and order problems, interference to railway equipments by miscreants etc.

(c) to (e) The causes of disruptions are analysed and remedial steps arc taken.

(f) Complaints are sometime received However, all efforts are made to maintain the punctuality of suburban services despite very difficult environmental problems in suburban section of Sealdah Division.

Electrification of Railway Stations

2978. SHRI VIREN J. SHAH: Will the Minister of RAILWAYS be pleased to state ;

(a) the number of railway stations electrified in the country till the end of the year 1992-93;

(b) the number of railway stations likely to be electrified during the year 1993-94; and

(c) what are the names of railway stations electrified in Maharashtra and Gujarat during the year 1992-93; and the names of those which are proposed to be electrified during the year 1993-94?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Total No. of stations electrified by the end of the year 1992-93 were 7026.

(b) During the year 1993-94, 1% stations are expected to be electrified, subject to availability of service connection in time by the State Electricity Boards.

(c) The names of railway stations electrified in the states of Maharashtra and Gujarat during the year 1992-93 and the names of those which are proposed to be electrified during the year 1993-94 are as under;—

Names of the stations electrified during the year 1992-93		Names of the stations proposed to be electrified during the year 1993-94	
Maharashtra	Gujarat	Maharashtra	Gujarat
1. Water pipe	1. Dhanala	1. Rasayani	1. Dhamarda
2. Kelavali	2. Hadalabhal	2. Anchalgaon	2. Kankot
3. Dolavali	3. Lakkadkot	3. Marsul	3. Kaiyal Sehavi
4. Bhajdar	4. Jira Road	4. Gandhismarak	4. Chamaraj
5. Navade Road	5. Vejalka	5. Hatsul	5. Virochan-Nagar
6. Kasu	6. Kidiyanagar	6. Dabka halt	6. Ramparda
7. Bhoras Bhudrak	7. Kansiyanes	7. Amalkhurd	7. Barwala Road
8. Mordad Tanda	8. Dahej	8. Devalgaonachar halt	8. Pudgam Ganeshpura
9. Mahadeo Prange	9. Dhanakwada	9. Dhangtipimapalgaon halt	9. Chanderwa
10. Hamrapur	10. Bhimasar (BG)	10. Sarvari	10. Rayaka
11. Dhamni Halt	11. Bhimasar	11. Tarur	11. Aditpara
		12. Jambhali halt	12. Vijapadi Road
		13. Bimbari halt	13. Alau
		14. Therban halt	14. Jaliya
		15. Devthanan halt	